

CATEGORY = 2

M = 74

MESSAGE = 00176373

MSGMSGZC00AA636DRA56HE257

PP [REDACTED] DE

P176 15/1447Z NOV  
ZKZK PP HHH HND H NRL DEP

151350Z

FM [REDACTED]  
TO [REDACTED] NOVEMBER ALFA

ZEM

~~SECRET~~ SAVIN FINTION OF TWO ISHTAR 2 [REDACTED] VCK/R33-65 (CALL TIMES  
ZULU)) DRV MIGS ENGAGE IN GCI ATTEMPTS AGAINST U.S. AND RESCUE OPERATIONS ON 6  
NOVEMBER 1965. REFERENCE TO A TARGET SPEED OF 370 KPH (200 KNOTS) WAS MENT THE  
MIGS APPARENTLY CAME TO WITHIN 1/2 NAUTICAL MILE OF THE TARGET AT 1134 AND  
AGAIN AT 1135, AND AT THAT TIME THE PILOTS WERE INSTRUCTED TO "PAY ATTENTION AND  
SHOOT"; HOWEVER, THE WERE UNABLE TO SIGHT THE TARGET, APPAREECAUSE OF THE  
CLOUDS. THE MIGS WERE SUBSEQUENTLY REFLECTED RETURNING TO BASE. BETWEEN 1153 AND  
1217, DRV AIR W FACILITIES REFLECTED A SECOND FLIGHT OF MIG AIRCRAFT FLYING  
FROM THE PHUC YEN AREA INTO THE AREA WHERE SEARCHILONS BY U.S. AIRCRAFT WERE  
CONTINUING. DURING THIS TIME PERIOD, DRV TACTICAL VOICE COMMUNICATIONS  
REFLECTED 1 PILOTS ENGAGED IN GROUND CONTROLLED INTERCEPTS AGAINST THE HOSTILE  
AIRCRAFT. AGAIN, THE DRV MIGS WERE VECTORED ON THE HOSTILE TARGET AND, AT 1208,  
THE GROUND CONTROLL- ER REPORTED, "THE TARGET IS DIRECTLY AHEAD, ONE  
KILOMETER. THERE WERE NO INDICATIONS THAT THE DRV PILOTS SIGHTED THE TARGET.  
REPORTED ALTITUDES OF THE TARGET RANGED FROM 200 METERS (3,279 TO 6,560 FEET) AND  
ONE POSSIBLE SPEED OF 370 KPH (200 KNOTS) WAS REFLECTED. BOTH DRV AIR W AND  
TACTICAL VOICE FACILITIES REFLECTED THE MIGS SUBSEQUENTLY RETURNING TO BASE.  
BETWEEN 1222 AND 1305, DRV AIR G AND TACTICAL VOICE COMMUNICATIONS REFLECTED THE  
THIRD GCI ATTEMPT BY MIG FIGHTERS. BEGINNING AT 1222, TACTICAL FACILITIES  
REFLECTED ONE DRV PILOT DEPARTING PHUC YEN AND FLYING TO THE SEARCH AREA.  
HEADINGS AND REFERENCE THE ALLOCATION OF THE TARGET WERE PASSED BY THE GROUND  
CONTROLLER TO THE DRV PILOT CONTINUOUSLY. AT 1234, THE REPORTED, "HERE THE  
CLOUDS ARE NINE-TENTHS... ALTITUDE ABOUT 1000 METERS (3,279 FEET)". AT 1235, THE  
CONTROLLER INED THE DRV PILOT THAT, "TARGET ((IS)) TO THE FRONT, ONE KILO-  
METER". AT 1242, THE PILOT AGAIN REPORTED, "... THERE ARE VERY MANY CLOUDS  
HERE". THE DRV PILOT CONTINUED TO RECEIVE HEADINGS AND REFERENCES TO THE TARGET  
DISTANT ABOUT 1247, AT WHICH TIME HE WAS INSTRUCTED TO TAKE UP A HEADING FOR  
PHUC YEN AND APPARENTLY LANDED AT PROBADC YEN AIRFIELD AT APPROXIMATELY 1302.  
THE MIG WAS ONLY REFLECTED SPORADICALLY IN THE SEARCH AREA BY AIR  
WARNING FACILITIES BETWEEN 1230 AND 1254. AS WITH THE PREVIOUS GCI ATTEMPTS, THE  
DRV PILOT, ALTHOUGH IN CLOSE PROXIMITY TO TARGET ON AT LEAST ONE INSTANCE, DID  
NOT SIGHT IT. THE HOSTILE AIRCRAFT BEING REACTED AGAINST APPARENTLY CONSIST AT  
LEAST TWO FLIGHTS OF HOSTILE AIRCRAFT, ONE OF WHICH HAD BEEN ACTIVE IN THE  
SEARCH AREA SINCE AT LEAST 1128 E OTHER OF WHICH HAD BEEN ACTIVE IN THIS AREA  
SINCE AT LEAST 1242. THE FIRST HOSTILE FLIGHT DEPARTED THE SEARCH AREA AT 1300,  
PASSED DIRECTLY OVER THANH HOA, AND WAS LAST REFLECTED PASSING OVER THE GULF OF  
TONKIN ABOUT 10 AL MILES SOUTH SOUTHEAST OF THANH HOA AT AN APPROXIMATE  
COMPUTED GROUND SPEED OF 245 KNOTS. THE SECOND FLIGHT THE AIRCRAFT DEPARTED  
THE SEARCH AREA AT ABOUT 1322 AND WAS LAST REFLECTED AT 1326 FLYING IN A  
SOUTHEASTERLY ION AT A POINT 1.2 NAUTICAL MILES NORTH OF THANH HOA AT AN  
APPROXIMATE COMPUTED GROUND SPEED OF 310 KNOTS. THE Y OF AIR WARNING TRACKINGS  
OF THE MIG FIGHTER PRECLUDES SPECIFIC CORRELATION OF ITS FLIGHT ROUTE WITH  
THOSE HOSTILE AIRCRAFT; HOWEVER, RECONSTRUCTION OF THE MIGS FLIGHT THROUGH

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~~SECRET SPOKE~~

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HEADINGS PASSED TO THE DRV PILOT IN VOMMUNICATIONS TENDS TO CONFIRM THAT THIS PILOT WAS ENGAGED IN THE GCI ATTEMPT IN THE AREA OF THE SEARCH ACITIVIMENTS: AT LEAST TWO ADDITIONAL GCI ATTEMPTS BY DRV MIGS AGAINST U.S. AIRCRAFT WERE MADE IN THE SAME AREA EARL-IE NOVEMBER, ONE OF WHICH CULMINATED IN THE SHOOT- DOWN OF A U.S. HELICOPTERENGAGED IN THE SEARCH AN RESCUE OONS (SEE 21 [ ] VCK/R28-65, 111607Z NOV). THE ACTIVITY INCLUDED IN THIS REPORT EXPANDS ON THE MIG ACTIVITYBRIEFLIONED IN THE LAST PARAGRAPH (PRIOR TO THE COMMENTS SECTION) OF THE ABOVE REFERENCED REPORT. AS WITH THE GCMPI'S EARLIER IN THE DAY, THE MIG PILOTS APPARENTLY HAD TROUBLE SIGHTING THE LOW AND SLOWER FLYING SEARCH AT, PROBABLY BECAUSE OF CLOUD CONDITIONS AT APPROXIMATELY THE 1000 METER (3,279 FOOT) LEVEL. HE PILOTS WERE INVOLVED IN THE FIRST TWO GCI ATTEMPTS COVERED BY THIS REPORT; HOWEVER, A DIFFERENT PILOT WAS EVID THE THIRD AND FINAL ATTEMPT. FROMTHE TERMINOLOGY USED IN VOICE COMMUNICATIONS, IT IS LIKELY THE DRV PILOTS WEREPTING TO VISUALLY SIGHT THE TARGETSTHEY WERE BEING VECTORED AGAINST: THERE HAS NO EVIDENCE IN COMMUNICATIONS IG-17'S EQUIPPED WITH "A1" RADAR WERE BEING USED FOR THE ATTEMPTED INTERCEPTS 9000 HHHHHH

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